

Today's
Advertisements.THEATRE ROYAL,
CITY HALL.THE HONGKONG AMATEUR
DRAMATIC CLUB,
will give a
PERFORMANCEMr. A. W. PINERO'S LAUGHABLE
FARCE,
'THE MAGISTRATE.'
TO-NIGHT
(MONDAY), the 6th November, 1899,
Commencing
EACH EVENING
at 9 P.M. precisely.Dress Circle, \$3. Stalls, \$2. Pit, \$1.
Half-price to Pit for Soldiers, Sailors and
Police in Uniform.
Late Trains will run 1 hour after the fall of
the curtain.E. W. MITCHELL,
Hon. Secretary.
Hongkong, 6th November, 1899. [13294]DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the
above Port, TO-MORROW, the 7th instant,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 6th November, 1899. [13353]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"
Captain R.W. Almond, will be despatched for the
above port, on FRIDAY, the 10th instant,
at 5 P.M.The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 6th November, 1899. [13384]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"POSEIDON,"

having arrived. Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the office of the Undersigned before
Noon on the 11th instant, or they will not be
recognized.No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
11th instant, will be subject to rent.Bills of Lading will be countersigned by
SANDER, WIELE & Co.,
Agents.

Hongkong, 6th November, 1899. [13764]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN,"

FROM ANTWERP, LONDON, PORT SAID,
SUETZ AND STRAIT.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From Madras, &c., or S.S. Landaura.Optional goods will be landed here unless
instructions are given to the contrary before 2
P.M. TO-DAY.Goods not cleared by the 12th instant, at 4
P.M. will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.H. A. RITCHIE,
Superintendent.

Hongkong, 6th November, 1899. [13764]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have This Day been
removed to No. 60, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st Nov. 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

St. ESTEPHE, Red Capelle	5.60	7.36
St. JULIEN, Red Capelle	9.00	9.60
St. LA ROSE, Red Capelle	12.96	13.92
CHATEAU HAUT BRION LAR		
RIVET	18.60	19.20
CHATEAU MOUTAN D'ARMAIL		
HACCO	21.00	22.20
CHATEAU POSTET CARNET	25.00	
CHATEAU LA TOUR CARNET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct
from the leading French growers.
The lowest priced are of exceptional
value and guaranteed to be the
genuine product of the juice of the
grape, and are not artificially made
as is generally the case with cheap
Wines.CHATEAU LA TOUR CARNET, CHA-
TEAU RAUZAN and CHATEAU LAFITE
are commended to the notice of Con-
noisseurs as high-class after-dinner
Wines of a rich and rare character.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We guarantee our Wines and Spirits
to be genuine only when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Sub-
scriptions, Advertisements, &c., be addressed to the
Manager, "Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor,"
and not to individual members of the staff.
While the columns of the "Hongkong Telegraph" will always
be open for the fair discussion of all questions, affecting
public interests, it must be distinctly understood
that the Editor does not in any way hold himself
responsible for opinions thus expressed.

BIRTHS.

On the 30th Sept., at 7, Sloane-court, S.W.,
the wife of Major M. BOYD BREXON (Com-
missioner of Customs, China), of a daughter.On the 1st Oct., the wife of PAUL H.
KING, Chinese Customs Service, of a son.On 21st October, at Kuala Lumpur, the wife
of HARRY O. ROBINSON, C.M., P.W.D., of a
daughter.At Iwell Bank, Singapore, on 28th October,
the wife of H. MCHUGHHAUS, of a daughter.

MARRIAGES.

On 23rd October, at St. Andrew's Cathedral,
Singapore, by the Reverend Archdeacon
Perham, ALICE, daughter of the late Montagu
Barnett, West Kensington, London, to JAMES
ARTHUR NEWTON PICKERING.On the 24th October, at Iskander Hall, Johore
Bahru, Mr. JOHN MONTGOMERY CAMERON,
son of R. Cameron, Esq., Superintendent,
Johore State Saw Mills, to JANE ANN, daughter
of the late John Morton, Esq., of Govan,
Scotland.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 6, 1899.

REUTER'S TELEGRAMS.

THE ACTION NEAR LADYSMITH.

LONDON, November 2nd.

At Monday's action near Ladysmith the
British loss was six officers killed and nine
wounded. Fifty-four men killed and two
hundred and thirty-one wounded.

THE WAR.

November 3rd.

Communication with Ladysmith is restored.
A supplementary list of Monday's casualties
gives 46 of the King's Own Rifles missing
besides 19 officers and 330 men of the
Glosters. The number missing of the Royal
Irish Fusiliers is not known. The War Office
has no further news of the Boer movements at
Colenso or elsewhere.The Boers acknowledged a loss of 73 killed
and 200 wounded at Reintfontein.

THE RESERVES.

An Army order embodies 35 battalions of
Militia on the 20th of November.THE UNITED STATES AND THE
PHILIPPINES.The report of the Philippines Commission
submitted to President McKinley urges the
maintenance of American Sovereignty and
declares that the Filipinos are not capable of
full self Government.

WEATHER REPORT.

The Observatory report says—
On the 5th at 11.55 a.m. barometric changes
are unimportant. The high pressure area re-
mains central over N. China, with moderate
gradients and strong monsoon on the coast,
and in the N. part of the China Sea. FORE-
CAST:—Fresh N.E. winds; fair.On the 6th at 11.55 a.m. the barometer is
falling slowly on the China coast. Pressureseems to be highest between the E. coast of
China and W. Japan. Gradients moderate to
slight, with fresh monsoon on the coast, and in
the N. part of the China Sea. FORECAST:—
Moderate N.E. winds; fair.

LOCAL AND GENERAL.

H.M.S. Bonaventure left for Deep-water Bay
this morning, where she will go through her
firing course.THE U.S. battleship Oregon left for Manila to-
day, urgent telegrams having been received to
accelerate her departure.THE return of communicable diseases for the
week ended 4th November shows one death
from plague, one from small-pox, and one case
of enteric fever.TENDERS for the erection of permanent police
stations at Stirling Inlet, Fui-tai, Sha-tin, Sai
Kung and Tsin Wan are invited in the Gazette.
Tenders are also called for the erection of three
Jailhouses.WE have received notice from Melchers & Co.
Agents of the Norddeutscher Lloyd that the
departure of the Company's steamship
Bayern carrying German Mails for Europe,
etc., is postponed to noon on Wednesday the
8th inst.H.L.H. Prince Henry of Prussia, arrived this
morning in his flagship the Deutschland, the
customary salutes being exchanged. We under-
stand that Prince Henry will stay with the
German Consul for the present and that he will
probably remain here until the end of December.WE are advised by the Acting Secretary of the
Punjab Mining Company, Limited, that a
telegram was received from the mines, giving
the result of the October clearing up, as follows:—
The mill ran 29 days, crushing 2,850 tons,
yielding 107 ounces smelted gold, concentrates
producing 52 tons."If Great Britain should subjugate South
Africa," says a St. Petersburg newspaper,
"adequate compensation would be due to
Russia." It is really a proud, if embarrassing,
position for John Bull to discover at every fresh
stride across the map that all the Powers of the
World are at his heels begging for coppers.
But Britain's troubles ought not to be Russia's
troubles.A VERY slight fire occurred at No. 30, Holly-
wood Road yesterday at 5.30 in the afternoon.
A kerosene lamp, hanging up in a Chinese
grocery store fell down and set some sacking
alight. The Chinese shopkeepers immediately
started shouting which drew the attention of a
European policeman who, by kicking the
flaming material into the middle of the street,
prevented a worse conflagration.A GENTLEMAN of Teutonic nationality received
a disagreeable surprise on Saturday. He un-
fortunately allowed his enthusiasm to triumph
over any manners he may have ever possessed
and disparagingly held Britons and the British
soldiers up to contempt and ridicule, but he
had the indiscretion to do so in a public place,
to wit, a Hongkong Bank, the result was that
one of the latter class, happening to be present
immediately knocked him down, and the dis-
comfited Anglophobe promptly picked himself
up and rubbing his sadly injured nasal organ,
took himself off without further comment on
British prowess."THE MAGISTRATE" AT THE
CITY HALL.On Saturday night the A. D. C. gave a per-
formance of Pinero's "Magistrate" before a
very good house, in which the military element
was strongly represented.The comedy was tastefully staged and the
parts well apportioned. The acting was on the
whole good, and although lacking the natural
flow and finish of trained professionalism,
nevertheless, many of the performers display-
ed an artistic talent rarely to be found
in amateurs. In one or two instances however,
more especially noticeable in Col. Lukyn and
Captain Horace Vale the make up was in-
sufficient, with the result that the faces were
a rather more sombre expression than the
characters demanded. It has to be borne in
mind that for stage effect a make up must be
exaggerated and that fact some performers on
Saturday night (in common with amateurs
generally), overlooked.The parts themselves give ample scope for
a display of the power and talent of the actors
for low comedy, and their rendering proved
that no inconsiderable trouble had been taken
to ensure a faithful portrayal of the characters
represented. Mr. Grace as Mr. Posket
deserves special mention, his rendition of the
"Magistrate" leaving little to be desired, and
evidencing skill and talent of a high order.Mr. E. F. Shewell as a boy of fourteen
apparently rapidly becoming independent of the
tutorial artist, also deserves honourable
mention.Another performance will be given this
evening and to any of our readers who
desire to enjoy a hearty laugh we can give the
assurance that they can obtain full gratification
at the City Hall to-night.The plot is laid in London and hinges upon
a ladies natural prerogative, the right to conceal
her age. Mrs. Posket marries Mr. Posket,
leaving him under the impression that she is
five years younger, than actually is the
fact, taking thereby five years from her previous
married life. Cis Farrington the son by her former
husband is thereby presented as a "mere boy of
fourteen" instead of actually the case a strapping
and apparently does give his stepfather points,
which the old gentleman is evidently as willing
to receive as the young man is to volunteer.Mrs. Posket is amusingly remorseful at the
invidious position in which her boy is placed
by her unfortunate evasion of facts, although Cis
does not seem to be at all backward in taking
full advantage of childish possibilities, and
makes love apparently with equal ardour,
to both his mother and parlor maid between
whom there is amusing rivalry. But unfortu-
nately or perhaps fortunately, Col. Lukyn who
has stood sponsor for the boy at his christening
comes home from India and is invited by
Mrs. Posket to dinner. Mrs. Posket's remorse
is changed to horror at the possibility of an
exposure and she and her sister decide to appeal
to Col. Lukyn to conceal the facts of her son's
real age. For this purpose the ladies feign anurgent call to the bed side of Lady Jenkins who
is indisposed. The "mere boy" persuades his
step father to pay a visit to Hotel des Princes,
during his mother and aunt's absence, to have
devilled oysters etc. They go—so does Col.
Lukyn and Captain Horace Vale who, by the
way, has just broken off an engagement with
Aunt Charlotte, (Miss Verrender).They are followed to the Hotel by the two
ladies, to treat an interview with the Col.
Colonel the ladies arrive and Capt. Vale
retreats to the verandah unseen by the ladies
and remains in the pouring rain whilst the
ladies discuss his supper and the
question of concealment of "dates." During
the interview the landlord throws the
poor Colonel into a state of frenzied agitation
by assuring him of the fidelity of the verandah
upon which his friend has taken refuge, and
where he is getting very wet. Mr. A. F. Stokes
who takes the part of the Colonel very cleverly
and credibly, assumes the character of the
courtous host, distrust, and tortured with his
conflicting duties to the ladies at his table and
his friend on the verandah, whom he expects
every moment will be launched into eternity.
At last the Captain is discovered by the ladies.
Explanations ensue between Aunt Charlotte and
Captain Vale—the lovers quarrel whilst the
gallant Captain and Miss Charlotte Verrender
is made up and they are about to depart, when
the Hotel is raided by the police.Mr. Posket and Cis who are in the next room
contrive to escape, not however without being
recognised by Mrs. P. who however is not re-
cognised by the magistrate. The result of the
raid is that the two ladies, the Colonel and the
captain figure at the Police Court next morning
and are sentenced by Mr. Posket to seven days
without the option of a fine from which position,
on the collapse of Mr. Posket (who in his agita-
tion on discovering who the prisoners are, loses
his presence of mind and gives them this sen-
tence), they are extracted by Mr. Bullamy, a
brother magistrate.The whole plot is full of most absurd and
laughable situations, and the comedy is most
deservedly popular in Hongkong where it now
staged for the second time.

The following is the complete cast:—

"THE MAGISTRATE."

A Farce in Three Acts.

A. W. PINERO.

Mr. Posket (Magistrate of the Maltby) Mr. G. H. Grace.

Mr. Bullamy (Magistrate of the Maltby) Mr. H. W. Lister.

Colonel Lukyn (From Bengal retired) Mr. A. P. S. and

Capt. Horace Vale (Shropshire Volunteers) Mr. R. P. Dignall

Cis Farrington (Mrs. Posket's son) Mr. E. F. Shewell.

Mrs. Posket (Mrs. Posket's wife) Mr. E. F. Shewell.

Aunt Charlotte (Mrs. Posket's sister) Mr. J. Andrew.

Beatrice Tomlinson (A young music mistress) Mr. C. H. Grace.

Popanah (The Family Skeleton—Mr. Posket's Blon-
bury) Mr. C. H. Grace.Act I.—It leaves its cupboard. Room in the Hotel des
Princes.Act II.—It remains. Scene 1.—The Magistrate's Room,
Maltby Street.

Scene 2.—Mr. Posket's again.

THE HONGKONG REFLÉ
ASSOCIATION.Some excellent scores were made on Sat-
urday afternoon in practice for the Interport
Match, no less than six "possibles" being
made at the 500 yards range. Mr. A. H.
Skelton established a record for Hongkong
with a score of 103 being closely followed by
Inspector McLennan* with 102, and Company
Sergeant Major Wallace, R.E., with 100. In
Sergeant Bowery R.E.* with 98, Sapper
Clarke R.E. with 96, Mr. Baldwin with 96,
Ar. St. Hall with 94, Corp. Hills R.E. with 93,
Mr. Dawson with 92, and Mr. Marshall with 89.

Winners of Spoons.

ROYAL HONGKONG YACHT CLUB.

FIRST RACE.

November 5th, 1899.

The first club race for the A class was
postponed and Mr. Slade kindly offered a prize
for that class.A class, *Maid Marian, Nis, Erica, Chanticleer, Bonito*.The *Maid Marian*, *Nis*, *Erica*, and *Princess*.
The *Maid Marian* was the boat built this season
for the Hon. F. H. May from a design by Mr.
Denison, and considerable interest was taken
in this race as a test of her qualities, but un-
fortunately she was called at the start and had
to make her way back in a very light wind
against a strong ebb tide and when she did
cross, the wind had nearly died away near the
starting line.The *Chanticleer* got away with the best
position and closely followed by the *Erica* and
Bonito, which she rounded with a lead
of about half a minute in front of
the *Erica*, with the *Bonito* and *Maid Marian*
in close company. The *Erica* is now the
property of the R.E. Officers Mess, and appears
to have lost none of her qualities, but she had
the misfortune to get on the Kowloon Rock
and lost the very good chance she had of the
race by sticking there for a very long time.Her example was followed by the *Erica*,
but she got off with little loss of time
time. The *Maid Marian* also is reported to
have touched the rock. The Kowloon
Rock was rounded in the following order—
the *Maid Marian*, *Bonito*, *Erica*, *Chanticleer*,
Nis, then *Dart*, *Meteor*, *Payne*, and *Princess*.
The *Chanticleer* was very slow on the reach
across and lost about 8 minutes owing to the
calm near the rock, but on the bent up to the
Lymun mark she pulled off most of this on
all but the *Maid*. The order at this mark
was *Maid Marian*, *Bonito*, *Chanticleer*, *Erica*,
Meteor and *Dart*.In the run down to the finish, the *Chanticleer*
passed the *Bonito* and the line was crossed
as follows:—

A Class.

Maid Marian..... 4. 5.40*Chanticleer*..... 4.14.19*Bonito*..... 4.15.21*Erica*..... 4.18.50

B Class.

Meteor..... 4.32.11*Dart*..... 4.13. 0

CRICKET.

[BY CLEANER.]

On Saturday a strong team of the Hongkong
Cricket Club met a Garrison eleven. Atmos-
pheric conditions were ideal, and as the band
of the R. W. Fusiliers was in attendance dur-
ing the greater part of the afternoon a large
number of spectators than usual put in an ap-
pearance. The Garrison first went to the
wickets, but the batting was very poor, except
by Langhorne; he was impregnable against
all the trundling, being eventually dismissed
by Hancock, one of whose deliveries he failed
to keep down, and retired caught by Jeff. His
stay at the wickets produced some sound cricket,
and, as far as I could see, he only gave a
couple of chances other than the one accepted
by Jeff. The procession of the other batsmen
from the wickets must have been very
amusing to Langhorne, and he must have been
tickled indeed on reading the scores of each
would-be willow-wielder after the close of the
innings, for the ten of them only made 27 out
of a total of 96. Langhorne's contribution was
67, and there were a couple of extras. Although
I produce the full table below, I cannot help
placing the ten batsmen's scores in a line, they
are so out of the common for a first-class match.
Here they are:—

0—2—3—0—5—8—0—5—4—0

It will be seen that not one player
reached double figure. But this inferior scoring
is accounted for partly because the wicket was
bad, the pitch at the Naval Yard end being
particularly so. This season the wicket that
end has caused the ball to play all sorts of
pranks. If fair-length balls have been sent
down, they have usually worked true, but if the
pitch has been a little short and the ball has
struck the rise of what might be termed the
almost imperceptible mound, the leather has
risen terribly. This was particularly notice-
able on Saturday when Preedy bowled
several of the batsmen received knocks
they did not at all relish. The tables
show that there must be something amiss with
the pitch at that end, for no less than five bat-
smen were caught out, most of them so through
their not being able to get hold of the ball
properly. Preedy's three wickets were secured
through catches, and two of Hancock's fell to
him in the same manner. Of the ten batsmen,
only three were bowled.

This is how the wickets fell:—

1 2 3 4 5 6 7 8 9 10

1 6 26 27 58 87 87 87 92 96

Hancock secured most wickets, and his
analysis reads uncommonly well. Here it is:—
11 overs, 8 maidens, 8 runs, 4 wickets. That
is a lot of beating. "Left came out next best
with 2 wickets for 9 runs in 32 overs.The full Garrison scores with the bowling
analysis are as follows:—

Capt. Langhorne, R.A., c. Jeff. Hancock..... 67

Capt. Tulloch, R.A., c. R. H. MacKenzie..... 27

Lieut. Robertson, R.W.F., c. Ross..... 2

Lieut. Higgins, R.W.F., c. Higgins, R.W.F..... 2

Lieut. Hill, R.W.F., c. Higgins, R.W.F..... 2

Private Preedy, b. Hancock, c. Jeff. Hancock..... 3

Rev. G. R. Vailings, c. White, b. Jeff. Hancock..... 3

Lieut. Maitland, R.A., c. Higgins, R.W.F..... 3

Capt. Simmons, R.A., c. White, b. Hancock..... 3

Capt. Wymouth, R.A., c. Ward, b. Jeff. Hancock..... 4

Lieut. Thompson, R.A., c. Higgins, R.W.F..... 2

Extras..... 7

Total..... 96

BOWLING ANALYSIS.

Overs. Maidens. Runs. Wkts.

The New Lord Mayor.

The election of Lord Mayor of the City of London for the ensuing year took place on the 29th September at the Guildhall. The civic dignitaries in the morning attended a service at St. Lawrence Jewry, and then proceeded to the Guildhall, where there was a large attendance of the members of the City Guilds. The names of Mr. Alderman Newton and Mr. Alderman Frank Green were returned to the Court of Aldermen, and that body proceeded to elect Mr. Alderman Newton, who in declaring his acceptance of the office of Lord Mayor, warmly acknowledged the honour conferred upon him, and said he should do his utmost to uphold the best traditions of the Corporation and maintain the prestige of the office. On the motion of the Governor of the Bank of England, seconded by Mr. Cohen, M.P., a hearty vote of thanks was accorded to the Lord Mayor, Sir J. Vane, for his services in the chair during the year. The Lord Mayor, in acknowledging the vote, referred to the passing of the London Government Act as the most important event of the year. Thanks were also accorded to retiring Sheriffs. In the evening, the Lord Mayor and Lady Mayoresse gave a dinner at the Mansion House to the Lord Mayor-elect, the Aldermen, the Sheriffs and Under Sheriffs, and the high officers of the Corporation. The Lord Mayor-elect (Mr. Alderman Newton) has appointed the Rev. James Stephen Barras, rector of St. Lawrence Jewry, and St. Michael Bassishaw, to be his chaplain, and Mr. William Jameson Soulsby, C.B., of the Middle Temple, barrister-at-law, his private secretary, during his year of office. Mr. Soulsby has filled the same position in the twenty-four preceding Mayoralties.

The London Pro-Boers.

The London pro-Boers have had another wholesome repulse from their more patriotic fellow-citizens. The far too ingenious scheme of holding a hole-and-corner meeting in Brockwell Park on 1st ult., and of there rushing through the anti-Government resolution which they could not put at the Trafalgar-square demonstration, ended in another fiasco. Fortunately, news of this typical pro-Boer trick got abroad, and the result was that when the interested friends of Mr. Kruger stole into the park they found an audience, not at all in sympathy with them, awaiting their arrival. After a quarter of an hour or twenty minutes of vain attempts at oratory, the self-deluded Krugerites adopted the crowd's advice and beat an inglorious retreat. They descended the hill amid the jeers of the crowd, and left the park under the protection of a dozen or more policemen. Then the enthusiastic gathering, which by this time had swelled to five thousand or more, held a demonstration of its own. One of the speakers moved a resolution supporting the Government, and this having been carried, with cheers, the whole crowd, headed by "God Save the Queen" and "Rule Britannia," and then went home satisfied. An insignificant pro-Boer "demonstration" was also attempted on Peckham Rye. On the same afternoon an extraordinary scene was witnessed on Duppas Hill, one of the public parks of Croydon. The Social Democrats had announced their intention to hold a mass meeting to protest against the injustice done to the Boers by the present Government. Despite protests, the speakers could not obtain a hearing. In vain they protested against the singing of the National Anthem and "Rule Britannia," the platform was rushed and the pro-Boers swept away. But for the exertions of the police they would have fared very badly. A counter-demonstration then took place, and three cheers were given for Mr. Sidney, a popular police-officer, and the police, and eventually the Social Democratic leaders were escorted to their homes by the police.

Great Britain and Venezuela.

The arbitration tribunal, which has been sitting in Paris to adjudicate on the dispute between Great Britain and Venezuela as to the boundary of British Guiana, on 3rd inst. delivered its award, which defines a line of frontier starting from the coast at Point Playa, about thirty miles within the limit of the extreme claim put forward by the British Government, and then following a generally south-westerly direction, and keeping at a considerable distance west of the line of the Essequibo, which was claimed on behalf of Venezuela. This decision gives to Venezuela a boundary line which follows the line laid down by Sir R. Schomburgk more than fifty years ago. The award further provides that in time of peace the rivers Amakuru and Barina shall be open to the merchant shipping of all nations, and that light and other dues shall be imposed equally on Venezuelan and British vessels. According to one of the counsel who appeared before the tribunal on behalf of Great Britain, the territory given to Venezuela under the award is less than has been offered as a basis of settlement by every British Foreign Minister since Lord Aberdeen, who has had anything to do with the question. Venezuela claimed about 50,000 square miles and has obtained 200, while Great Britain has substantiated her claim to all but the 3,000th part of what she deemed to belong to her. All the plantations of valuable timber and the goldfields are now indisputably settled to be within British territory. The decision was arrived at unanimously, and Professor Martens, the president of the tribunal, says that the boundary line laid down is based on justice and law.

Obituary.

Dr. Alexander Wallace, M.A. Oxon., M.D., and F.R.S., who had distinguished himself in the study of botany and entomology, died on 1st October, at his residence in St. John's terrace, Colchester, at the age of seventy. Dr. Wallace was author of "On the Oak-feeding Silkworm from Japan," prize essay of the Entomological Society of London in 1865. Surgeon-General Sir Charles A. Gordon, K.C.B., honorary physician to the Queen, died at his residence in Westbourne-square on 29th September, at the age of seventy-eight. He served in Tientsin, and was author of "China, from a Medical Point of View."

An Irishman on his Experience of the Boers.

A lady sends us the following extract from a private letter written by an Irishman resident in South Africa: "We are having very exciting times out here at present; we are on the brink of war with the Boers. I am sorry I cannot agree with you in wishing for a peaceful settlement with those people. They are a most bigoted and ignorant lot, and the sooner the British Government sends out 20,000 troops, and

takes over the country from them, all the better it will be for all of us in this country. The Boers are treated like dogs in the Transvaal, and all very well for some people to side with the Boers, and pity them, but it is only those people who don't know anything about Oom Paul and his wily Boers. The poor Uitlanders in the Transvaal pay all the taxes, while pious Paul and his Boers squander the money in building forts to shoot down the Uitlander if he dares to raise his voice in asking for any reform, or the redress of any grievance. Ah! it is time, more than time, that all this was done away with, and if England patches this trouble up this time, she will regret it ere many years. The Boers think they can beat the whole British army, and I have heard it from their own lips many a time. Peace! I hope England will have none of their peace proposals. Peace indeed, with a people who are armed to the teeth, waiting their opportunity to strike a blow against the English when they get a favourable opportunity. Their idea is a Republican South Africa, under the Transvaal flag!"—*Scotsman*.

Admiral Dewey.

WASHINGTON, October 2nd. A procession of soldiers and sailors to-day escorted Admiral Dewey, who rode in a carriage with Mr. McKinley from the White House, through wildly enthusiastic masses to the Capitol, where on a specially erected decorated stand at the east front, in the presence of the President and the members of the Cabinet and the Judiciary, the highest officers in the army and navy, and a large crowd, Mr. Long, Secretary for the Navy, displayed a magnificent sword awarded by Congress to the hero of Manila. Mr. Long then handed the sword to Mr. McKinley.

Before he handed the sword to Admiral Dewey, who was visibly affected during the scene, the President spoke of his countrymen's love for him, of their praise and gratitude for his distinguished and memorable services, and their affectionate welcome, in which he joined with all his heart. "There was no law in my victory," concluded Mr. McKinley, "and there will be no faltering in maintaining it."

After this speech the President handed the sword to Admiral Dewey, who thanked both him and Mr. Long and Congress and his countrymen. —*Scotsman*.

Dr. Peters' African Travels.

Reuters Agency is informed that according to report received this week from Dr. Carl Peters, the explorer, at the beginning of August last Portuguese territory and crossed over into Mashonaland with two of his prospectors. The rest of the expedition he left in the neighbourhood of the ancient ruins near the Zambesi. The explorer expressed his intention of establishing a permanent State in the Nyanga Highlands, and from that point exploring the whole of Eastern Mashonaland from north to south. Besides gold, Dr. Peters claims to have discovered saltpetre and diamonds in the district, practically uninhabited, at an altitude of 5,000 feet, and which he believes to be easily capable of cultivation. Dr. Peters has entered into the most friendly relations with the powerful Chief Macombi, who, although being in Portuguese territory, is independent. Dr. Peters, after explaining some districts on the Pangwe river, proceeded to Bieira, en route for England. —*Scotsman*.

Fanaticism in Persia.

ST. PETERSBURG, October 1st. A letter from Kazvin, in Persia, to the St. Petersburg *Vedomosti* reports an outbreak of native fanaticism against the Christians in that town, who are composed principally of Armenians and a few Russian traders. On the night of the 8th ult. two houses were broken into and pillaged by a mob of 400 persons, including priests and students, who attacked and badly injured a dozen Russian Armenians and the correspondent of *Pravda* Oukhtomsky's paper. Next morning telegrams were sent to the Grand Vizier and the Russian Ambassador at Teheran, and a reply came back that the Shah would send troops to administer prompt punishment, whereupon the Governor of Kazvin at once arrested some 300 persons, many of whom were beaten on the soles of their feet, while others were punished by the cutting off of their hands, noses, or ears. The correspondent, who describes this barbarous treatment, declares that the recently opened road made by the Russians from Resht seems to have given offence to the Persian clergy who have for some time been exhorting their congregations in the mosques to attack the Christians.

The Fate of Herr Andree.

The Scandinavian Consul at Björk has received official advice from Norway, stating that the vessel *Andree*, Captain Ask, which has been marked as a "Lost Expedition," bound with copper thread. At one end is a copper of the weight of 10 kilograms; on the other end is a screw, a nickel plate with the words "Andree's Polar Expedition." The length of the buoy is 65 centimetres. It was found on September 11th on the north side of King Charles Island, north-east of Spitzbergen, 80° latitude, and 25° east of Greenwich. It is not known whether the buoy contains news, but it is thought to be likely. The Swedish geographical Society has taken steps to get the buoy, which has been sent from Hammerfest to Copenhagen by steamer. A Russian telegram from Stockholm, dated October 2, says: "The buoy was opened yesterday in the presence of several experts and Ministers. It was found that the buoy was the so-called 'North Pole buoy' which the explorer was to have dropped when passing the North Pole." A later telegram says: "At the examination of the buoy Captain Svedenhov, who was present at the ascent of the balloon, stated that the ring of the buoy did not seem to have been let down by means of a cord. The buoy was then opened. First of all the copper cover fixed to the rim underneath the buoy was sawn off, and some sea sand fell out. A copper head with a tube of the same material attached was then taken out. Inside this was some water. The copper tube was then sawn off. In the lower part of the tube was an indurated plug, and on it a little sand. Inside the tube was a coating which seemed to resemble paper, but which a microscopic examination showed to be the growth of algae. Professor Nathorst declared that the buoy could not have been carried from the Pole to King Charles Island. That the buoy had been thrown out empty. Professor Montelius said it had not been shown that the buoy had been thrown out empty. The upper part was not further unscrewed. Professor Nordenskjöld said that a search would be made next year at King Charles Island."

The Russian Navy Estimates for 1900.

The following particulars of the Russian navy estimates for 1900, in addition to those published in *The Times* of Friday, are taken from the *Kronstadtiki Vistnik*. For purposes of comparison, the estimates for 1899 are added. The total amount for 1900 is 87,564,700 roubles, against 83,065,000 for 1899 and 67,050,000 for 1898. These amounts are divided under the headings ordinary and supplementary, and these

	1899.	1900.
General and Ports Administration	1,905,037	2,275,329
Salaries and Assistance	504,510	506,346
Educational	894,222	983,704
Medical Establishments & Services	978,118	1,045,294
Wages to Officers, Seamen, &c.	4,453,211	4,751,436
Victualling	1,247,807	1,761,031
Clothing	1,903,142	2,367,662
Expenses of Ships afloat	1,175,775	14,297,769
Hydrographic Department	996,022	805,123
Of the Mouths of the Vencesi and Obi	—	54,700
Naval Armaments and Electric Lighting	9,198,720	8,696,039
Shipbuilding	34,063,337	23,060,426
Repairs of Ships	—	6,266,886
Admiralty Yards and Workshops	4,038,929	4,689,245
Building, Rent, and Repairs	3,584,685	4,019,522
Buildings and Maintenance of Lighthouses	—	275,000
Retired Pay	729,000	779,500
Various Expenses	1,242,995	1,435,533
Building of Port Improvements	5,200,000	3,200,000
Improvement of the Port of Vladivostok	—	3,000,000
Improvement of Port Arthur	—	3,000,000
Expenses in Preparing the next year's Estimate	247,394	253,148
	83,065,000	87,564,700

The amount estimated for shipbuilding for 1898 was 19,316,976 roubles.

British Prosperity.

We cannot stem the tide of national prosperity if we wished to, as it seems. Sir Michael Hicks Beach, but for the Boers, would have an actual embarrassment of riches at the end of the current financial year. In the past quarter there is an increase of £1,689,571 to be added to one of £1,805,032 in the preceding quarter, and we have the magnificent balance on the half-year of £2,495,593, only a portion of which was anticipated by the Chancellor of the Exchequer. Under other circumstances we might look for substantial reductions of debt or decrease of taxation in the next Budget, but the burly Boer has stepped into that line of vision. There is satisfaction, however, to the patriotic in the reflection that an emergency so great as the South African crisis can be met out of our current resources, as no doubt it will be, or a substantial part of it. Even the Little Englanders must be relieved to find that they can pro-Boer without any extra cost to themselves. —*Full Mill Gazette*.

TROOPS FOR SOUTH AFRICA.

The *St. Paul's* points out that it seems peculiar that regiments like the 2nd York and Lancaster and the 1st Royal Irish Rifles should not have been sent to South Africa in preference to some regiments which have been despatched there. The York and Lancaster were for five years in Natal with a detachment in Zululand and the entire regiment was trained as a mountain infantry—a most efficient arm against the Boers, who are practically all mounted. Two companies of the regiment were engaged in the Matabele War and many of the men were engaged in the campaign are still in the regiment. The majority of the officers have served in South Africa, and are thoroughly acquainted with the country. The regiment besides is well seasoned by seventeen years' service abroad. The 1st Royal Irish have similar qualifications for South Africa. Yet the York and Lancasters are left kicking their heels at Agra and the Royal Irish are occupying themselves in the same way at Dum Dum. There seems to be every prospect now of more British troops being sent to South Africa from India, as the War Office at present appears to have made a mess of things. It is said that two or three regiments in Burma, the Durhams certainly, have been ordered to hold themselves in readiness to proceed to South Africa.

Somaliland.

PARIS, October 5th. A telegram from Djibouti states that British troops have landed on the Somali coast and have fought an engagement near Berbera with the forces of the Arab mullah who has been proclaimed Mahdi by the Mahomedans of the Hinterland. Twenty-seven natives were killed.

Bulgaria.

The result of the recent elections has increased the tension between the two sections of the Ministry. There are numerous reports from all parts of the country of the arbitrary conduct of the authorities during the elections.

The "Equitable's" Surplus.

NEW YORK, October 4th. The Court of Appeals has upsets the judgment rendered by the Appellate Division of the New York Supreme Court last May declaring that every policy-holder in the Equitable Life Assurance Society of the United States was entitled to a *pro rata* share in the company's entire surplus, which is considerably over \$50,000,000. To-day's decision declares that the policy-holder has no ground for claiming a *pro rata* share in the surplus, because, according to the terms of his policy, he contracts that the society is to be the sole judge of the disposal of its profits. In view of the enormous amount of money involved a final appeal will probably be made to the Federal Supreme Court.

GERMAN ESTIMATE OF THE BOER CASE.

BERLIN, October 2nd. The October number of the *Preussische Jahrbücher* publishes, from the pen of Professor Hans Delbrück, an article on the Transvaal crisis which is especially remarkable at a time when the German Press as a whole is relapsing into its old habit of Anglophobia. Dr. Delbrück frankly confesses that he is unable to share the views of those of his countrymen who perceive in the procedure of Great Britain merely the exercise of a brutal method of compulsion by a Great Power against a smaller one.

The well-known historian then proceeds: "It may be taken for granted that Great Britain will never permit the South African States and Colonies to be wrested from her influence and rule. This being so, the question arises whether Germany has a particular interest in striving to preserve the existence of the two Boer Republics. At first one is inclined to reply: 'Naturally, since they impose a barrier to the continued spread of the British element. A moment's consideration, however, will suffice to show that barriers as they now exist, are possessed of no value whatever.'"

"The Boer States are quite distinctive, and may be regarded with the greatest

benevolence. But this benevolence does not carry with it the expectation or even the wish that they should continue to exist. The rigidly National Calvinism of the Seventeenth century is the sole element of culture that these emigrant sons of Europe have retained, and that prevents them from sinking back into the absolute barbarism of the primeval Germanic forests. They have no higher educational institutions and can scarcely be said to possess a written language. They are obliged to resort to the Mother Country for all that is absolutely indispensable to even a small share in the higher forms of civilised humanity, since they themselves are unable to produce it. Left to itself this simple folk might have continued its life of vegetation long into the future."

THE EUROPEAN IMMIGRATION. "Accident, however, has decreed that the goldfields should be discovered in its territory, that a large modern European Colony should have grown up in its midst, and in this way the conflict has been developed. The Boers desire to remain the rulers of their land and permanently to treat as mere guests their inferiors, are immeasurably their superiors in culture and economically. To these immigrants they will give no political right while exploiting them to the utmost with the aid of their laws. It is quite clear that here we have an absolutely impossible situation. It is impossible that in Colonial countries the original settlers should shut out all the subsequent immigrants."

THE RIGHT OF HISTORICAL DEVELOPMENT. "We are here confronted with one of those numberless cases in which the canons of formal law go for nothing. Opposed to the existing positive rights of the original settlers is the right—one may term it the natural, the universal right of mankind, the right of revolution, the right of the living force, the right of historical development. Only he who represents the canons of a pure conservative formalism can deny the right of the foreign, for the most part British and American, mine owners, gold diggers, and tradesmen as opposed to the Boer Government. It is, moreover, as little to be denied that by virtue of existing treaties the British have a right to interfere in the internal affairs of the Transvaal. Whether this right represents an actual Sovereignty and whether it goes as far as the British maintain may be fairly disputed, but the point is really quite immaterial. We have here a case which is not to be satisfied with the demands of conventional justice. It is not without good grounds, therefore, that Great Britain refuses to submit it to the arbitrage of Arbitration. She points to the fact that she is the Great Power in South Africa, and as such she is longer to tolerate conditions in the Transvaal which affect the rights of so many Englishmen."

"A USELESS WAR." Professor Delbrück, who is far from being an Anglophile, proceeds to express the hope that the Boers will spare the world the spectacle of a useless war. He thinks they would be acting wisely in their own interests if they were to seek admission of their own accord into the British Colonial Empire.

"The adoption of this plan," he observes, "would by no means be equivalent to their immediate and unconditional submission to British dominion. They would at once join forces with their countrymen who wield a majority in the Cape Parliament. A fusion in this manner of the Dutch elements in South Africa would more effectually guarantee the maintenance of the Dutch element than do the isolated Republics which are scarcely capable of development. The British Colonial Empire is organised on so liberal a basis that every Colony constitutes an almost independent State organism. If the African Dutch are really endowed with moral and intellectual strength sufficient to maintain their nationality the Parliamentary institutions of the Colonies afford them the most favourable soil for development. Even if war breaks out, and the Boers are defeated and compelled to become part of the British Empire, we may yet hope that the crisis will not result in their extinction, but that it will create new conditions of life for a distinctive and valuable nationality."

GERMANY AND HOLLAND. Professor Delbrück finally gives expression to the hopes of Germans that one consequence of the Transvaal crisis may be a warmer understanding between the Kingdom of the Netherlands, whose heart beats in sympathy with the Boers, and the German Empire.

The visit of Queen Wilhelmina to the Prussian Court may, he thinks, materially assist this desirable consummation. —*Morning Post*.

SHIPPING REPORTS.

Captain A. R. Cobban, of the steamship *Esmeralda*, from Hongkong, reports:—N.E. wind, strong and clear.

Captain Harder, of the steamship *Tatsumi*, from Chinkiang, reports:—Strong N.E. monsoon with overcast cloudy weather.

Captain F. W. Joslin, of the steamship *Kong-bing* from Moji, reports:—Strong Northerly to North-Easterly wind, cloudy weather and high sea throughout.

Captain Frigast, of the steamship *Medora*, from Shanghai, reports:—Strong N.E. monsoon and high sea with rain off Turnabout, decreasing in force towards port.

Captain W. Brunson, of the steamship *Wuhu* from Wuhu and Chinkiang reports:—From Sleep O. D. Banker R. Story. Monsoon and high sea. Overcast and Rainy weather.

Captain Kirchner, of the steamship *Holenzeller*, from Yokohama, reports:—Left Yokohama on 27th October at 10 a.m. and arrived at Kobe on the 28th at 2 p.m. experiencing fine weather with easterly winds. Left Kobe on the 31st and arrived at Nagasaki at 7 a.m. on the 1st, experienced north-east winds with rain, the latter course. Left Nagasaki on the 2nd and arrived in Hongkong on the 6th at 7 a.m., experiencing fine weather on the first day with northerly winds north of Turnabout, thence to port strong monsoon. On the 3rd inst. spoke the British barque *Nauadino* in Lat. 30 deg. 14 min. N., Long. 126 deg. 3 min. E., steering N.W.W. Her fore-mast had been totally carried away and her main and mizen topmasts had gone. She had rigged up jury spars but had only three sails, inamissal, foresail and spanker. She required no assistance.

NOTANDA.

CALENDAR. NOVEMBER. Meteorological means based on fifteen years' observations to 1893.

Barometer.....30.103
Thermometer.....59.2
Humidity.....65
Rainfall.....1.392

TO-DAY. WEATHER REPORT. On date: On date: To a.p.m. To a.p.m.

Barometer.....30.15 30.03
Temperature.....71 70
Humidity.....65 76
Rainfall.....— —

TO-DAY. Monday, 6th November, 1899. Chinese—4th of 10th moon of 25th year of Kwang-shi. Sun—Rise.....6hr. 0min. Sets.....5hr. 30min. Moon—Max. Dec. S. 3hr. 5min. High water—Morning.....1hr. 15min. Afternoon.....3hr. 5min. Low water—Morning.....9hr. 50min. Afternoon.....3hr. 25min.

ANNIVERSARIES. 1839—The Tsimshatsui battery fired on British ships anchored in Hongkong harbour. 1840—Truce of Chusan. 1860—English and French treaties promulgated by *Pekin Gazette*. 1896—Riots by French sailors at Nagasaki; British bluejackets wounded. 1897—Daring piracy on the Canton River; \$5000 looted. 1898—Evacuation of Crete practically completed; Prince George of Greece proposed as Commissioner-General.

TO-MORROW. Tuesday, 7th November, 1899. Chinese—5th of 10th moon of 25th year of Kwang-shi. Sun—Rise.....6hr. 0min. Sets.....5hr. 19min. Moon—Max. Dec. S. 3hr. 16min. High water—Morning.....1hr. 16min. Afternoon.....3hr. 39min. Low water—Morning.....9hr. 39min. Afternoon.....3hr. 39min.

ANNIVERSARIES. 1724—John Kyle, "Man of Ross," died. 1834—Imperial Edict prohibiting the opium trade. 1843—Death of Lieut. Col. Knowles. 1874—Capt. Garcia Garcia and Dr. Elmore appointed by the President of Peru as a Special Mission to Japan and China. 1895—Mr. John MacGregor died in Shanghai. British barque *Rosellieri* capsized in Newchwang river.

SHIPPING AND MAIL NEWS.

MAILS DUE. Indian (*Kunang*) to-day. German (*Bayern*) to-morrow. Australian (*Australium*) to-morrow. English (*Clyde*) 10th inst. American (*America*) 11th inst. Australian (*Chingta*) 12th inst. German (*König Albert*) 14th inst. American (*Galle*) 22nd inst. American (*Hongkong Maru*) 29th inst.

The T. K. K. Co's steamer *America Maru* with mails &c. left Kobe for this port yesterday the 5th inst. at noon.

The Imperial German mail steamer *Bayern* left Fouchow to-day at noon and may be expected here to-morrow evening at 7 o'clock.

The P. & O. S. N. Co. steamer *Clyde* left Singapore for this port on the 4th inst. at 5 p.m. with the Outward English mails, and is due here on the 10th inst. at about 4 p.m.

HONGKONG AND WHAMPOA DOCK RETURNS.		
<i>Isla de Cuba</i>	at Kowloon Dock.	
<i>Isla de Luzon</i>	"	"
<i>Santa</i>	"	"
<i>Liberal</i>	"	"
<i>Formosa</i>	"	"
<i>Sullberg</i>	"	"
<i>Independent</i>	"	"
<i>Catago</i>	"	"
<i>Petrarch</i>	"	"
<i>D. Juan d' Austria</i>	Cosmopolitan	"
<i>Mongkut</i>	"	"
<i>Germania</i>	"	"

Shipping.

ARRIVALS. REDFORD, British gunboat, 805, F. F. Haworth Booth, 4th Nov.—Labuan 28th Oct.

VATICA, French steamer, 2,084, J. Rogliano, 5th Nov.—Marseilles 1st Oct., and Saigon 1st Nov., Mails and General.—Messageries Maritimes.

KEONG WAI, British steamer, 1,115, T. W. Groves, 5th Nov.—Bangkok 26th October, Rice and General.—Yuen Fat Hong.

HAITAN, British steamer, 1,183, J. S. Roach, 5th Nov.—Fouchow 2nd Nov., Amoy 3rd, and Swatow 4th, General.—Douglas, Laird & Co.

BENJELI, British steamer, 1,483, R. Farquhar, 5th Nov.—Fouchow 3rd Nov., General.—Gibb, Livingston & Co.

JAPAN, British steamer, 2,795, G. K. Wright, R.N.R., 6th Nov.—London 23rd Sept., and Singapore 30th Oct., General.—P. & O. S. N. Co.

CHINA, German steamer, 1,113, P. Voss, 5th Nov.—Canton 5th November, General.—Siemssen & Co.

MEIFOO, Chinese steamer, 1,339, Frigast, 5th Nov.—Shanghai 2nd Nov., General.—C. M. S. N. Co.

TRIUMPH, German steamer, 675, A. Rieke, 5th Nov.—Haiphong and Hoihow 4th Nov., General.—Jensen & Co.

TRITOS, German steamer, 1,033, P. Lassen, 5th Nov.—Bangkok 26th Oct., Rice.—Siemssen & Co.

POSEIDON, Austrian steamer, 2,432, A. Leva, 5th Nov.—Kobe 31st Oct., General.—Sander, Wieler & Co.

AMIGO, German steamer, 771, Bendixen, 6th Nov.—Newchwang and Chetso 28th Oct., General.—Sander, Wieler & Co.

HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 6th Nov.—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General.—Melchers & Co.

TAIWAN, British steamer, 1,109, H. Harder, 6th Nov.—Chinkiang 2nd Nov., General.—Butterfield & Swire.

DEUTSCHLAND, German battleship, 8,400, Müllers, 6th Nov.—Amoy 4th November.

HERTHA, German cruiser, 6,000, S. v. Usedom, 6th Nov.—Amoy 4th November.

KONG BING, British steamer, 862, F. W. Joslin, 6th Nov.—Moji 1st Nov., Coal.—Butterfield & Swire.

WUHU, British steamer, 1,250, W. Benson, 6th Nov.—Wuhu and Chinkiang 2nd Nov., General.—Butterfield & Swire.

CHARTERHOUSE, British steamer, 1,278, Maddox, 6th Nov.—Singapore 29th Oct., General.—Joo Tak Sing.

HAROI, French steamer, 739, Pannier, 6th Nov.—Haiphong and Hoihow 5th Nov., General.—A. R. Marty.

ESMERALDA, British steamer, 966, A. R. W. Cobban, 6th Nov.—Hongay 4th Nov., Coal.—Shewan, Tomes & Co.

CLEARANCES at the Harbour Office. *Kongnam*, British str., for Canton. *Santahi*, British steam-launch, for Wuchow. *Italian*, British str., for Swatow. *Meefoo*, Chinese str., for Canton. *Taiwan*, British str., for Canton. *Hoihow*, Portuguese steam-launch, for Macao. *Wuhu*, British str., for Canton. *Haling*, French str., for Haiphong. *Trym*, Norwegian str., for Swatow.

DEPARTURES. Nov. 5, *Sydney*, French str., for Shanghai. Nov. 5, *Lightning*, British str., for Calcutta. Nov. 5, *Seong Loong*, British str., for Amoy. Nov. 5, *Chowai*, British str., for Swatow. Nov. 5, *Hainan*, British str., for Swatow. Nov. 5, *Indravelli*, British str., for Shanghai. Nov. 5, *Anapa*, British str., for Saigon. Nov. 5, *Yarra*, French str., for Shanghai. Nov. 6, *Oregon*, American cruiser, for Manila. Nov. 6, *Bonaventura*, British cruiser, for Cebu. Nov. 6, *Kwaiyang*, British str., for Amoy.

PASSENGERS—ARRIVED. Per

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INARA MARU.....	YOKOHAMA (DIRECT)	Friday, 10th Nov., at 4 P.M.
*IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE & YOKOHAMA.	Thursday, 16th Nov., at 4 P.M.
BINGO MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	Friday, 17th Nov., at Noon.
KOSAI MARU.....	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WU-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	Thursday, 23rd Nov., at Noon.
KASUGA-MARU.....	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	Friday, 24th Nov., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 1st November, 1899.

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c., &c., &c.

Coast Port Orders Executed.

ACHEE & Co.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

12474]

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by BOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

FRESH AUSTRALIAN BUTTER.

BEECHAM'S PILLS

BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—WATKINS & Co., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896.

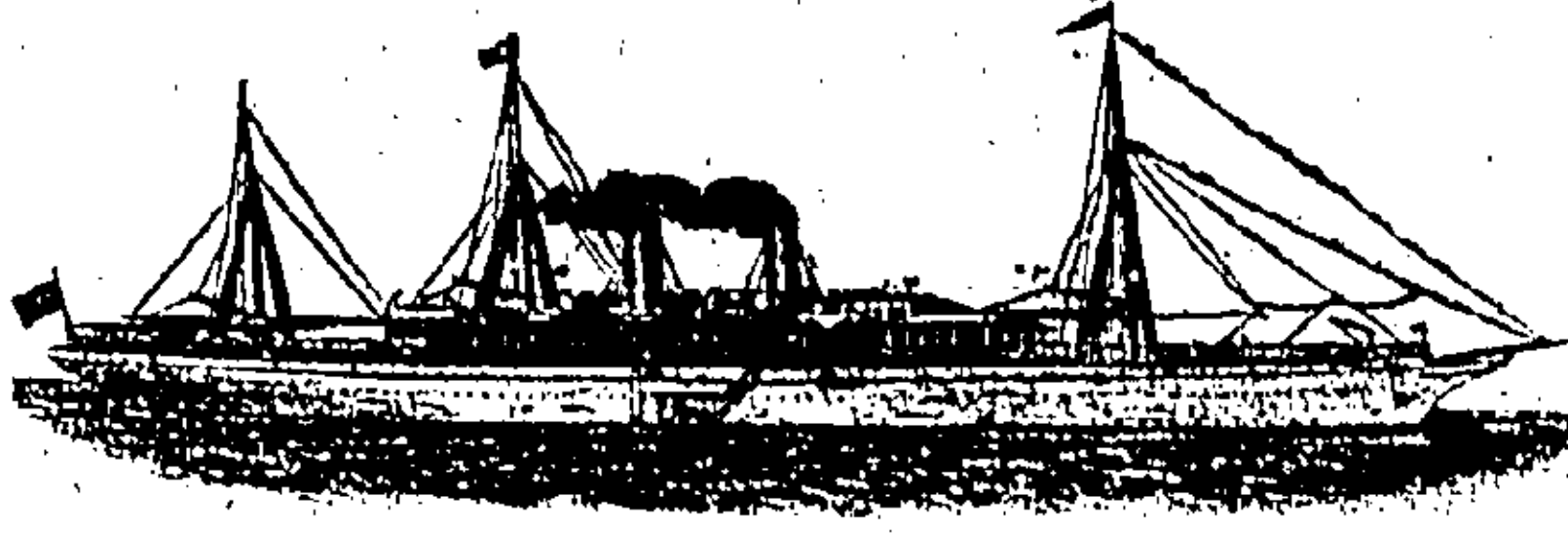
MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN 16-17-18 Road.

It is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hongkong, 22nd September 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPEROR OF CHINA...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPEROR OF JAPAN...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street.

Hongkong, 25th October, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, ON TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 19th October, 1899. [1310]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.L.I. American Ship.

"ST. MARK" Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & CO. Hongkong, 20th September, 1899. [1108]

LEVY HERMANOS.

DIAMOND-MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., LD., DUNLOP TYRES BICYCLES—PRICE, \$160. A special reliable Watch made for this Climate.

Quality A. B. \$16
Quality B. \$12
40, QUEEN'S ROAD, Watson's Building.

Hongkong, 2nd November, 1899. [1380]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.R. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern..... Wednesday 8th Nov.
König Albert..... Wednesday 13th Dec.
Prinz Heinrich..... Wednesday 27th Dec.

Prinzessin..... Wednesday 10th Jan.
Karlshude..... Wednesday 24th Jan.
Sachsen..... Wednesday 7th Feb.

Oldenburg..... Wednesday 21st Feb.
Bayern..... Wednesday 7th March.
Stuttgart..... Wednesday 21st March.

König Albert..... Wednesday 4th April.
Weimar..... Wednesday 18th April.
Prinz Heinrich..... Wednesday 2nd May.

Prinzessin..... Wednesday 16th May.
Hamburg..... Wednesday 30th May.

ON WEDNESDAY, the 8th day of November, 1899, the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th October, 1899. [1293]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

"CHUSAN" Captain E. Street, carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 11th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 30th October, 1899. [5]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SIDIRIA.....	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	18th November.	Freight.
SEVIA.....	MARSEILLES, HAVRE & HAMBURG (LONDON with transhipment in HAMBURG)	19th November.	Freight.
STOCK.....	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 28th November.	Freight.
*KONIGSBERG.....	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 10th December.	Freight and Passage.
AMBRIA.....	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 24th December.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

981]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Moji, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.
(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA"

will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA & HONOLULU, on TUESDAY, the 21st November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 25th October, 1899. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS—HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Lady Joyce..... 3,194 about Nov. 30
Strathclyde..... 1,523 about Dec. 15
Carlisle City..... 3,002 about Dec. 31

THE Steamship "LADY JOICEY" will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 4th November, 1899. [1330]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of London | 3,229 | R. W. Boarf | Nov. 18
Queen Adelaide | 2,832 | F. McNair | Nov. 25
Saint Irene | 3,877 | W. Attree | Dec. 9
City of Dublin | 3,328 | J. R. Racc | Dec. 30

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire | 2,874 | W. A. Evans | Dec. 23
Abergladwy | 3,777 | J. Murray | Jan. 27

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE, NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 3rd November, 1899. [4]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 20th Jan., 1900, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 30th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan in Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to S. VAN BUREN, Agent. Hongkong, 4th November, 1899. [2]

